

CENTRAL INTELLIGENCE AGENCY
SECRET
INFORMATION REPORT

REPORT

COUNTRY USSR (Siberia and Azerbaidzhan) **CONFIDENTIAL**
SUBJECT State Bearing Factories Nos. 5
and 7, Tomsk and Baku

DATE DISTR. 7 June 1948

NO. OF PAGES 2

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO

SUPPLEMENT TO
REPORT NO.

50X1-HUM

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State Bearing Factory No. 5 at Tomsk

1. This is a very large and well-equipped factory, producing mainly small bearings. At the end of 1947, a project was being worked out for the construction of a shop for the production of very large bearings, at the moment produced only by State Bearing Factory No. 1 in Moscow.
2. Production:
 - a. In 1947, the factory produced 3,400,000 bearings of various kinds for different ministries. About one million of these were forged bearings. Approximately one-fifth of the total output is intended for the Coal Industry of the Eastern Area. In 1947, about 700,000 bearings of seven different types were delivered to the coal industry. The Ministry for Agriculture received the next largest amount. In 1947, the deliveries to various offices of the Glavavtotraktorosbyt (Chief Administration of Automobile and Tractor Sales) amounted to about 600,000 bearings of fourteen different types. In 1947, the Ministry for Electrical Industry received about 250,000 bearings of twelve kinds.
 - b. Comparatively large consignments of bearings are made for the Avia-glavsnab (Central Aviation Supply Office) of the Ministry of Aviation Industry; for the Transmashsnab (Transport Machinery Supply Office) of the Ministry of Transport Engineering; for the Ministry of Ferrous Metallurgy, the Ministry of Agricultural Engineering, the Ministry of Armaments, and the Ministry of the Automobile and Tractor Industries.
 - c. At the end of 1947 a large order for bearings was received from abroad. This order was to be filled by 1 March 1948.

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State Bearing Factory No. 7 at Baku

3. This factory, located at Kishli, a suburb of Baku, is controlled by the Central Administration for the Bearing Industry under the Ministry of Automobile and Tractor Industries of the U.S.R. Construction is under the control of Mintopstroi (Fuel Ministry Construction Trust).

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4. The factory is an entirely new enterprise which is still under construction. It was partially completed in 1947 and first began producing in the middle of 1947. The factory is intended to have a very large output and is being well equipped. The cost of construction up to the beginning of 1948 amounted to fourteen million rubles. By the end of 1947, the second half of the construction of industrial premises was almost complete. This second part should begin operating in about May or June 1948. The second part of the assembly work at the factory is being greatly delayed by lack of electrical equipment and materials (electric wires and cables, cable for power current, insulators, transformers).

5. Production:

The main specialty of Bearing Factory No. 7 is intended to be the production of bearings for the Ministry of Oil Production. During the seven months of production in 1947, the factory produced about 18,000 bearings for various sorts of oil equipment and also for the Ministry of Agricultural Engineering. Forged bearings [redacted] 50X1-HUM for the oil industry were the main products but several other types, including [redacted] 50X1-HUM for the Ministry of Agricultural Engineering, also were produced. The factory does not yet produce bearings independently. Many forgings for the production of bearings were received from other factories, e.g., from the State Bearing Factory No. 1 in Moscow, the Krasnyi Molot Works, and others. 50X1-HUM

6. Personnel:

The director of the factory is Dzhaferov (formerly of State Bearing Factory No. 2, Moscow). Assembly work at the factory is supervised by the engineers Melik-Tangiev and Shteinberg. There is a great shortage of specialized workers and Director Dzhaferov applied to Korobev, Chief of the Central Bearing Office in Moscow, for a transfer of a great number of workmen from other bearing factories for permanent work at his factory. Some of the specialized workers who started work on the production of bearings in May 1947 were trained at two Moscow bearing factories, the Tomsk Bearing Factory, and the Saratov Bearing Factory. Their average period of training at these factories was about a year. In May 1947, several teams (brigada) of specialized workers arrived at the factory from other bearing factories in order to supervise the starting of production. One of these teams was from the State Bearing Factory No. 5 at Tomsk and was composed of two engineers and nine specialized workers. These nine specialists worked for a total of six months in various factory shops: in the thermic shop, the chromium plating shop, the forge shop, the ball shop, the foundry, the grinding shop, the electric and gas welding shop, the transport shop, and the turning shop. In January 1948, the team returned to its own factory.

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